



## Interoffice Memo Office of Design Policy & Support

**DATE:** 8/31/2021

**FILE:** P.I.# 0016126  
Butts County / GDOT District 3 - Thomaston  
Bridge Culvert Replacement - SR 36 @ Big Sandy Creek

**FROM:** *for* *Dave Peters*  
R. Christopher Rudd, PE, State Design Policy Engineer

**TO:** SEE DISTRIBUTION

**SUBJECT:** APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

**Distribution:**




Hiral Patel, Director of Engineering  
Joe Carpenter, Director of P3  
Albert Shelby, Director of Program Delivery  
Carol Comer, Director, Division of Intermodal  
Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator  
Matthew Markham, Deputy Director of Planning  
Kim Nesbitt, Program Delivery Administrator  
Bobby Hilliard, Program Control Administrator  
Eric Duff, State Environmental Administrator  
Donn Digamon, State Bridge Engineer  
Andrew Heath, State Traffic Engineer  
Angela Robinson, Financial Management Administrator  
Erik Rohde, State Project Review Engineer  
Patrick Allen, State Materials Engineer  
Nick Fields, State Utilities Administrator  
Eric Conklin, State Transportation Data Administrator  
Attn: Systems & Classification Branch  
Benny Walden, Statewide Location Bureau Chief  
Tyler Peek, District Engineer  
Adam Smith, District Preconstruction Engineer  
Greg Smith, District Utilities Manager  
Justin Pritchard, Project Manager  
BOARD MEMBER - 10th Congressional District

# Limited Scope Project Concept Report

Project Type:	Culvert Replacement	P.I. Number:	0016126
GDOT District:	3	County:	Butts
Federal Route Number:	N/A	State Route Number:	36
Project Number:	N/A		

This project proposes to replace the triple barrel steel culvert on State Route 36 (SR 36) over Big Sandy Creek Southwest of Jackson with a new quadruple concrete bridge culvert. The roadway on both sides of the culvert will be improved to conform to GDOT Standards.

**Submitted for approval:** *\* Concept Report update received 8/15/2021*


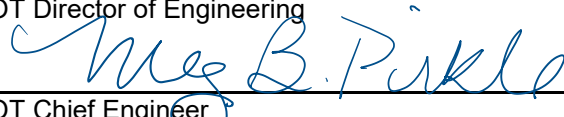
	6/8/21
Steven Gaines, P.E., American Consulting Professionals	Date
	6/18/2021
State Program Delivery Administrator	Date
Justin N. Pritchard 	6/17/21
GDOT Project Manager	Date

**Recommendation for approval:** *\* Recommendations are on file ~ OB*

<i>* Eric Duff</i>	6/29/21
State Environmental Administrator	Date
<i>* Chris Raymond</i>	7/6/21
for State Traffic Engineer	Date
<i>* Donn Digamon</i>	7/23/21
State Bridge Engineer	Date
<i>* Tyler Peek</i>	7/14/21
District Engineer	Date

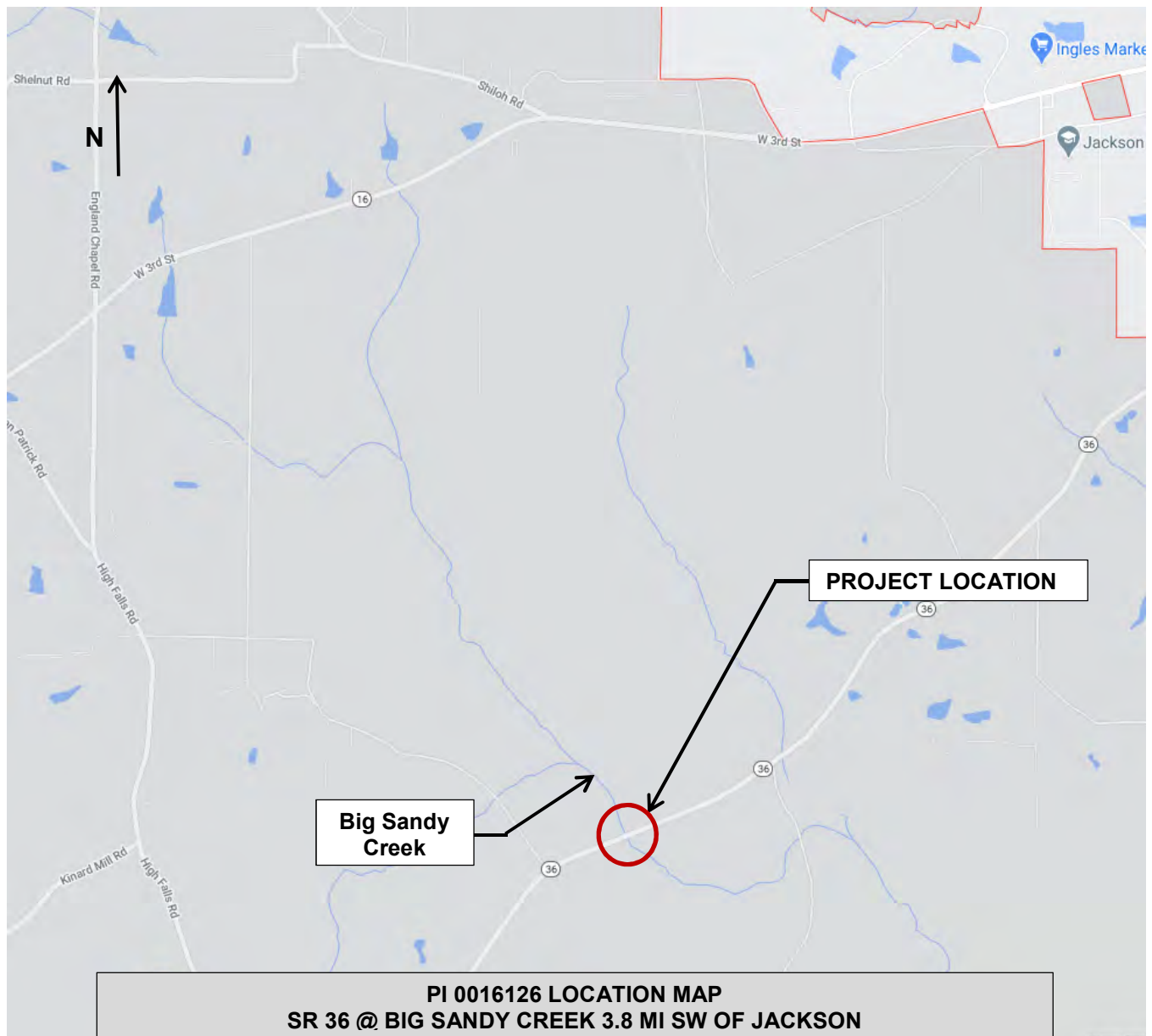
- ☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).
- ☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

<i>* Matt Markham</i>	7/22/21
State Transportation Planning Administrator	Date

<b>Approval:</b>	8/31/2021
	
Concur:	
GDOT Director of Engineering	Date
	8/31/2021
Approve:	
GDOT Chief Engineer	Date

- \* Recommendations were also received from the following: ~ OB*
- \* Office of Engineering Services: Joshua Taylor 7/14/21)*
  - \* Office of Utilities: Marcela Coll (7/20/21)*
  - \* Office of Intermodal: Alan C. Hood (7/6/21)*
  - \* District 3 Preconstruction Engineer: Adam Smith (7/1/21)*

## PROJECT LOCATION MAP



## PLANNING & BACKGROUND DATA

**Prepared By:** Office of Program Delivery **Date:** 2/8/2021

**Project Justification Statement:** The culvert on State Route 36 (SR 36) over Big Sandy Creek, Structure ID 035-5055-0, was built in 1954. This culvert consist of three steel barrels measuring 15 feet wide and 8 feet 6 inches high. The culvert was designed using an H-15 vehicle, which is below current design standards. The overall condition of the culvert is classified as Poor. Barrel one has severe rust and corrosion throughout the floor and walls. In addition, there are holes with moderate distortion in walls. Scour with undermining is evident at Barrel 1 on both the inlet and outlet side. Barrel 2 on the inlet side, deformation has occurred. Barrels 2 and 3 have some minor rusting on the walls. Due to the age of the structure, the structure not meeting current design standards, the condition of barrel 1, and the moderate erosion impacting the shoulder, replacement of this culvert is recommended.

**Existing conditions:** The existing culvert consists of three steel barrels measuring 15 feet wide and 8 feet 6 inches high. The existing roadway typical section consists of two 12-foot lanes with variable width rural shoulders. SR 36 is a two lane rural minor arterial with wooded areas to each side. The existing culvert is located approximately four miles from the city center of Jackson.

**Other projects in the area:** SR 36 @ Norris Creek 3.2 MI SW of Jackson, PI 0016127

**MPO:** N/A - not in an MPO

**TIP #:** N/A

**Congressional District(s):** 10

**Federal Oversight:** ☐ PoDI ☒ Exempt ☐ State Funded ☐ Other

**Projected Traffic:** 24 HR T: 11.5 % Current Year (2020): 5200

Open Year (2025): 5450 Design Year (2045): 6650

Traffic Projections Performed by: Atlas Technical Consultants

Date approved by the GDOT Office of Planning: 4/2/2021

**AASHTO Functional Classification (Mainline):** Minor Arterial

**AASHTO Context Classification (Mainline):** Rural **AASHTO**

**Project Type (Mainline):** Projects on Existing Roads

**Is the project located on a NHS roadway?** ☒ No ☐ Yes

**Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:**

Warrants met: ☒ None ☐ Bicycle ☐ Pedestrian ☐ Transit

**Is this a 3R (Resurfacing, Restoration, & Rehabilitation) Project?** ☒ No ☐ Yes

**Pavement Evaluation and Recommendations**

Initial Pavement Evaluation Summary Report Required? ☒ No ☐ Yes

Feasible Pavement Alternatives: ☒ HMA ☐ PCC ☐ HMA & PCC

**Is the project located on a Special Roadway or Network?** ☒ No ☐ Yes *Network*

**Do the limits of the project include one or more signalized intersections?** ☒ No ☐ Yes

**Is Federal Aviation Administration coordination anticipated?** ☒ No ☐ Yes

## DESIGN AND STRUCTURAL

**Description of the proposed project:** The proposed project will install a 85-foot length quadruple bridge culvert (4 – 10' x 10'). The roadway improvements will consist of on 12-foot lane in each direction and 10-foot shoulders, 4-foot of which is paved. The proposed length of roadway improvements is approximately 500 feet. The improvements will be constructed utilizing an off-site detour.

### Major Structures:

Structure	Existing	Proposed
035-5055-0	77' 15'x8.5' triple culvert	85' length quadruple bridge culvert 4 - 10' x 10'

### Mainline Design Features:

SR 36	Functional Classification: <i>Minor Arterial</i>		
Feature	Existing	*Policy	Proposed
<b>Typical Section:</b>			
- Number of Through Lanes	2		2
- Lane Width(s) (-ft)	12ft	11-12-ft	12ft
- Median Width (-ft) & Type	N/A	N/A	N/A
- Shoulder Width (-ft) (Outside)	<2 ft	10-ft; 4-ft paved	10-ft; 4-ft paved
- Cross Slope (%)	2%	2%	2%
- Outside Shoulder Slope (%)	6%	6%	6%
- Sidewalks (-ft)	None	None	None
- Auxiliary Lanes (# LTL, RTL or TWLTL / -ft width)	None		None
- Bike Accommodations	None	None	None
Posted Speed (mph)	55 mph		55 mph
Design Speed (mph)	40 mph	55 mph	55 mph
Minimum Horizontal Curve Radius (-ft)	N/A - Tangent	1060-ft	N/A - Tangent
Maximum Superelevation Rate (%)	N/A	6%	N/A
Maximum Grade (%)	5.2%	5%	5%
Access Control	None	None	None
Design Vehicle	Unknown		WB-67
Pavement Type	HMA		HMA

\*According to current GDOT Design Policy if applicable

**Design Exceptions/Design Variances to FHWA or GDOT Controlling Criteria anticipated: None**

**Design Variances to GDOT Standard Criteria anticipated: None**

**Lighting Required:** ☒ No ☐ Yes

**Off-site Detours Anticipated:** ☐ No ☐ Undetermined ☒ Yes

If yes: Roadway type to be closed: ☐ Local Road ☒ State Route

Detour Route selected: ☐ Local Road ☒ State Route

District Concurrence w/Detour Route: ☒ No/Pending ☐ Received *Date*

**Transportation Management Plan [TMP] Required:** ☐ No ☒ Yes  
If Yes: Project classified as: ☒ Non-Significant  
TMP Components Anticipated: ☒ TTC

## INTERCHANGES AND INTERSECTIONS

**Interchanges/Major Intersections:** N/A

**Intersection Control Evaluation (ICE) Required:** ☒ No ☐ Yes

**Roundabout Concept Validation Required:** ☒ No ☐ Yes ☐ Completed *Date*

## UTILITY AND PROPERTY

**Railroad Involvement:** None

**Utility Involvements:** AT&T, Butts County Water and Sewer, Atlanta Gas Light, Central GA EMC

**SUE Required:** ☐ No ☒ Yes

**Public Interest Determination Policy and Procedure recommended:** ☒ No ☐ Yes

**Right-of-Way (ROW):** Existing width: 100ft. Proposed width: 150-200ft.  
Required Right-of-Way anticipated: ☐ None ☒ Yes ☐ Undetermined  
Easements anticipated: ☐ None ☒ Temporary ☒ Permanent \* ☐ Utility ☐ Other  
*\* Permanent easements include the right to place utilities.*

Anticipated total number of impacted parcels:		3
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
Total Displacements:		0

*Layout updated, new ROW Cost  
Estimate requested ~OB*

**Location and Design approval:** ☐ Not Required ☒ Required

**Impacts to USACE property anticipated:** ☒ No ☐ Yes ☐ Undetermined

## ENVIRONMENTAL AND PERMITS

**Anticipated Environmental Document:** NEPA ~ CE

**Level of Environmental Analysis:**

- ☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.
- ☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

**MS4 Permit Compliance – Is the project located in a MS4 area?**

☒ No ☐ Yes

**Is Non-MS4 water quality mitigation anticipated?**

☐ No ☒ Yes

Special Provisions with enhanced erosion control and water quality protection measures are anticipated for protected aquatic species assumed to be present in the project area.

**Environmental Permits, Variances, Commitments, and Coordination anticipated:** A USACE Section 404 Regional or Nationwide Permit would be anticipated for waters impacts, and a buffer variance would be anticipated for any non-exempt impacts to state-mandated buffers. An NOI to the NPDES would be anticipated. Agency coordination may be required for floodplain impacts.

**Air Quality:**

Is the project located in an Ozone Non-attainment area? ☒ No ☐ Yes

Is a Carbon Monoxide hotspot analysis required? ☒ No ☐ Yes

**NEPA/GEPA Comments & Information:** Historic resources and waters of the US are present in the project area. No archaeological sites were identified during the fieldwork. Agency coordination is needed to determine the eligibility for one potentially eligible historic resource. This project is within the predicted range of the federally protected relict trillium; suitable habitat was identified, though no plants were observed during a survey conducted in the appropriate survey season of mid-March to April.

**Public Involvement:** Targeted detour coordination with local and state officials and the Georgia Diagnostics Classification State Prison as well as a Public Detour Open House (PDOH) are anticipated.

## COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

**Constructability/Construction:** No constructibility issues noted. The road will be closed during construction and an off-site detour will be installed.

**Project Meetings:** Concept Team Meeting (5/19/21), Design Variance Meeting (7/9/21)

**Other coordination to date:** None

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Consultant - American Consulting Professionals
Design	Consultant - American Consulting Professionals
Right-of-Way Acquisition	GDOT (Right-of-Way)
Utility Coordination (Preconstruction)	GDOT (Utilities)
Utility Relocation (Construction)	Utility Owners
Letting to Contract	GDOT (Bidding Administration)
Construction Supervision	GDOT (Construction)
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Consultant - Edwards-Pitman Environmental
Environmental Mitigation	GDOT (Office of Environmental Services)
Construction Inspection & Materials Testing	GDOT (Construction)

Project Cost Estimate Summary and Funding Responsibilities:						
	PE Activities		ROW	Reimbursable Utilities	CST*	Total Cost
	PE Funding	Section 404 Mitigation				
Date of Estimate:	8/6/21	5/25/21	5/24/21	6/29/21	8/6/21	
Funded By:	Federal/ State	Federal/ State	Federal/ State	Federal/ State	Federal/ State	
Programmed Cost:	\$808,000		\$125,000	\$50,000	\$1,300,000	\$2,283,000
Estimated Cost:	\$808,000	\$40,000	**\$180,000	\$68,000	\$1,173,496	\$2,269,496
Total Cost Difference:						\$13,504

\* CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.

\*\* Previous estimated ROW cost by design team; new ROW cost estimate requested.-OB

## ALTERNATIVES DISCUSSION

### Alternative selection:

<b>Preferred Alternative:</b> Replace the quadruple culvert on the existing alignment and utilize an off-site detour.			
<b>Estimated Property Impacts:</b>	<b>5 Parcels</b>	<b>Estimated Total Cost:</b>	<b>\$2,269,496</b>
<b>Estimated ROW Cost*:</b>	<b>\$180,000</b>	<b>Estimated CST Time:</b>	<b>6 Months</b>
<p><b>Rationale:</b> This alternative would replace the existing triple steel arch culverts with a quadruple concrete bridge culvert in-place and utilize an offsite detour. The detour would require vehicles to travel an additional 4.2 miles on state routes with equal or greater functional capacity, including US 16, and I-75. Traffic has the option to use local roads. Responses have been received from the county manager, school board and prison warden from initial coordination. Initial detour coordination letters were sent out on 4/2/21 and follow up coordination occurred on 5/25/21 with all entities. The county manager and prison warden expressed concerns that the detour will delay EMS response times. The county manager was concerned with the use of local roads during construction. The school board was concerned with the additional 4.5 mile that would be added to the bus routes and indicated that there are 12 trips per day where buses cross the bridge. As a result of discussions with the school, we have committed to notify the school board 60 days prior to the road closure for development of alternative bus routes, and will minimize road closure duration during the school year to the extent possible. We will continue to coordinate with the county manager, school board, prison and EMS to mitigate these concerns. There are no substandard or load posted bridges on the detour route. This alternative has lower construction cost, right of way impacts and environmental impacts compared with Alternative 1. This alternative has lower construction cost and required road closure duration compared with Alternative 2.</p>			

\*Estimated ROW cost by design team.

<b>No-Build Alternative:</b> Retain the existing culvert.			
<b>Estimated Property Impacts:</b>	<b>None</b>	<b>Estimated Total Cost:</b>	<b>\$0</b>
<b>Estimated ROW Cost:</b>	<b>None</b>	<b>Estimated CST Time:</b>	<b>0 Months</b>
<p><b>Rationale:</b> This alternative is not preferred because the culvert does not address project need and purpose.</p>			



<b>Alternative 1:</b> Replace the culvert on the existing alignment and utilize an on-site detour.			
<b>Estimated Property Impacts:</b>	<b>5 Parcels</b>	<b>Estimated Total Cost:</b>	<b>\$3,200,000</b>
<b>Estimated ROW Cost*:</b>	<b>\$250,000</b>	<b>Estimated CST Time:</b>	<b>9 Months</b>
<b>Rationale:</b> This alternative would replace the existing triple steel arch culverts with a quadruple concrete bridge culvert in-place and construct an onsite detour to facilitate maintenance of traffic. Temporary grading, pavement, drainage, erosion control and detour bridge would need to be installed for the detour. This alternative is not preferred because of the additional costs for temporary items, right of way and environmental impacts. This alternative would require an extra 0.5 acres of temporary easement to construct the on-site detour.			
*Estimated ROW cost by design team.			

<b>Alternative 2:</b> Replace the culvert with a bridge on the existing alignment and utilize an off-site detour.			
<b>Estimated Property Impacts:</b>	<b>5 Parcels</b>	<b>Estimated Total Cost:</b>	<b>\$2,850,000</b>
<b>Estimated ROW Cost*:</b>	<b>\$125,000</b>	<b>Estimated CST Time:</b>	<b>9 Months</b>
<b>Rationale:</b> This alternative would replace the existing culvert with a bridge and detour traffic off-site. The detour would require vehicles to travel an additional 4.2 miles on state routes with equal or greater functional capacity, US 16, and I-75. Traffic has the option to use local roads. There are no substandard or load posted bridges on the detour route. This alternative is not preferred because of the increased costs and additional road closure time required to construct the project.			
*Estimated ROW cost by design team.			

**Comments:** None

## LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout & Typical sections
2. Detailed Cost Estimates:
  - a. Construction Estimate including Engineering and Inspection and Contingencies
  - b. Revisions to Programmed Costs forms, & Liquid AC Cost Adjustment forms
  - c. Right-of-Way
  - d. Environmental Mitigation
  - e. Utilities
3. Concept Utility Report
4. Traffic Projections Memorandum
5. S I & A Report(s)
6. MS4 Concept Report Summary
7. Meeting Minutes –Concept Team Meeting, Design Variance Meeting
8. Detour Map, District Detour Concurrence, Detour Impact Forms

# **Attachment 1**

## **Concept Layout & Typical Sections**



SR 36 @ BIG SANDY CREEK  
3.8 MILES SW OF JACKSON (PI# 0016126)  
CONCEPT LAYOUT



WBJ BALL ROAD LLC



10'X10' QUADRUPLE  
BOX CULVERT

BIG SANDY CREEK

REQ'D R/W

WILLIAM JONES

EXIST R/W

EXIST R/W

SR 36

EXIST R/W

EXIST R/W

BEGIN PROJECT

END PROJECT

JESSE DUFFEY

LAWRENCE KLEIN



JASON GILPIN



CRYSTAL CASSIDY

BIG SANDY CREEK

REQ'D R/W

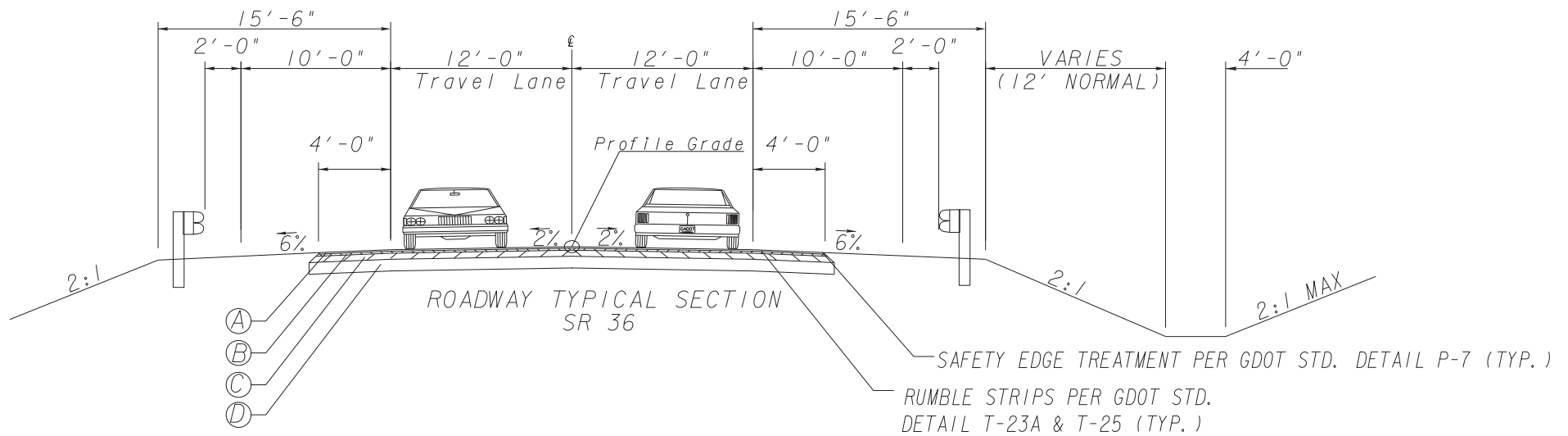


LEGEND

- |                    |                                       |
|--------------------|---------------------------------------|
| PROPOSED ROADWAY   | PROPERTY LINE                         |
| PROPOSED GUARDRAIL | REQ'D R/W                             |
| WETLANDS           | ESA BOUNDARY (WETLAND/<br>OPEN WATER) |
| DRIVEWAY EASEMENT  | ESA BOUNDARY (STREAM BUFFER)          |







- Ⓐ 9.5 MM RECYCLED AC SUPERPAVE, TP II, GP 2 ONLY, INCL. BITUM. MATL AND H. LIME - 165\*/SY
- Ⓑ 19 MM RECYCLED AC SUPERPAVE, GP 1 OR 2, INCL. BITUM. MATL AND H. LIME - 275\*/SY
- Ⓒ 25 MM RECYCLED AC SUPERPAVE, GP 1 OR 2, INCL. BITUM. MATL AND H. LIME - 330\*/SY
- Ⓓ GRADED AGGREGATE BASE - 12.0"

## **Attachment 2**

### **Detailed Cost Estimates**

## Interoffice Memo

### FILE

PI NUMBER	0016127	PROJECT DESCRIPTION	SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON
OFFICE	Program Delivery		
DATE	Friday, August 6, 2021		

**From:** Kimberly Nesbitt, State Program Delivery Administrator

**To:** Erik Rohde, P.E., State Project Review Engineer  
via email Mailbox: [CostEstimatesandUpdates@dot.ga.gov](mailto:CostEstimatesandUpdates@dot.ga.gov)

**Subject:** REVISIONS TO PROGRAMMED COSTS

<b>Project Manager:</b>	Justin Pritchard
<b>Management Let Date:</b>	1/15/2024
<b>Management Right of Way Date:</b>	1/15/2023

### Cost Estimate Review Iteration

Date of Submittal #1	
Date of Submittal #2	
Date of Submittal #3	

### Summary of Programmed Costs and Proposed Revised Costs:

Estimate Type	Cost Estimate Amounts (T-Pro Without Inflation)	Last Estimate Date	Revised Cost Estimate
CONSTRUCTION	\$1,300,000.00		\$1,173,496.57
RIGHT OF WAY	\$125,000.00		\$180,000.00
UTILITIES	\$50,000.00		\$68,000.00

### Explanation for Cost Change and Contingency Justification:

The costs are being updated based on conceptual design information. A contingency of 15% has been used based on the values provided in the contingency table in Policy 3A-9 (Cost Estimating Purpose) for Bridge New/Replacement in concept phase.

### Attachments:

Detailed Cost Estimate Printout from GDOT 411

## Interoffice Memo

**Design Phase Leader Validation of Final QC/QA for Construction Cost Estimate Used In This Revision to Programmed Costs:**

Consultant Company or GDOT Design Office:	American Consulting Professionals, LLC
Printed Name:	Steven Gaines, PE
Title:	Principal/Project Manager
Signature:	
Date:	8/6/2021

**FOR PROJECTS WITH A LOCAL SPONSOR**

If the project has a local sponsor, the project manager should ensure that the local authority completes the following validation indicating that it has reviewed the construction cost estimate and whether it is in concurrence with the construction costs presented.	
Please select the appropriate validation below upon review of the cost estimate:	
<input type="checkbox"/> I acknowledge that I have reviewed the project construction cost estimate and <u>concur</u> with the costs presented.	
<input type="checkbox"/> I acknowledge that I have reviewed the project construction cost estimate but <u>do not concur</u> with the costs presented.	
Please provide an explanation for non-concurrence.	
Local Authority Name and Title:	
Local Authority Signature:	
Date:	

[illegible]



## Project Cost Estimate

Concept Name: 0016126 Cost Estimate Name: 0016126

### Projects Cost Estimate

Processed on: Aug-10-2021 08:40 AM

CONCEPT NAME: 0016126 COST ESTIMATE NAME: 0016126

SPEC YEAR: 21 -OB

ITEM HISTORY: BHP-ALL - Statewide - 24 months

DESCRIPTION: This project proposes to replace the triple barrel culvert on State Route 36 (SR 36) over Big Sandy Creek Southw

ESTIMATE PHASE: 2-DE - Designers Estimate

### ITEMS FOR CONCEPT NAME 0016126

#### 0100 - Roadway

Line Number	Item	Quantity	Units	Price	Description	Amount
5	150-1000	1.00	LS	\$50,000.00	TRAFFIC CONTROL - 0016126	\$50,000.00
10	210-0100	1.00	LS	\$100,000.00	GRADING COMPLETE - 0016126	\$100,000.00
95	641-1200	577.00	LF	\$25.27	GUARDRAIL, TP W	\$14,579.97
100	641-5001	3.00	EA	\$1,500.18	GUARDRAIL ANCHORAGE, TP 1	\$4,500.55
105	641-5015	3.00	EA	\$3,138.26	GUARDRAIL TERMINAL, TP 12A, 31 IN, TANGENT, ENERGY-ABSORBING	\$9,414.79
Roadway Total						<b>\$178,495.31</b>

#### 0110 - Pavement

Line Number	Item	Quantity	Units	Price	Description	Amount
15	310-1101	1190.00	TN	\$43.69	GR AGGR BASE CRS, INCL MATL	\$51,990.70
20	318-3000	94.00	TN	\$39.34	AGGR SURF CRS	\$3,697.96
30	402-3103	153.00	TN	\$131.25	RECYCLED ASPH CONC 9.5 MM SUPERPAVE, TYPE II, GP 2 ONLY, INCL BITUM MATL & H LIME	\$20,081.15
25	402-3121	276.00	TN	\$108.25	RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	\$29,876.76
35	402-3190	230.00	TN	\$107.21	RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME	\$24,658.93
40	413-0750	201.00	GL	\$6.22	TACK COAT	\$1,249.60
55	456-2015	1.00	GLM	\$5,043.67	INDENTATION RUMBLE STRIPS - GROUND-IN-PLACE (SKIP)	\$5,043.67
Pavement Total						<b>\$136,598.77</b>

#### 0200 - Drainage

Line Number	Item	Quantity	Units	Price	Description	Amount
50	207-0203	154.00	CY	\$85.14	FOUND BKFILL MATL, TP II	\$13,111.58
45	500-3002	590.00	CY	\$798.69	CLASS AA CONCRETE	\$471,226.19
60	511-1000	55219.00	LB	\$1.08	BAR REINF STEEL	\$59,595.66
65	550-2240	60.00	LF	\$53.75	SIDE DRAIN PIPE, 24 IN, H 1-10	\$3,225.15
70	550-3624	2.00	EA	\$974.67	SAFETY END SECTION 24 IN, SIDE DRAIN, 6:1 SLOPE	\$1,949.34
Drainage Total						<b>\$549,107.92</b>

#### 0300 - Temporary Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
135	163-0232	1.00	AC	\$723.00	TEMPORARY GRASSING	\$723.00
140	163-0240	20.00	TN	\$446.52	MULCH	\$8,930.47
145	163-0301	2.00	EA	\$2,014.21	CONSTRUCT AND REMOVE CONSTRUCTION EXITS	\$4,028.42
150	163-0503	1.00	EA	\$577.54	CONSTRUCT AND REMOVE SILT CONTROL GATE, TP 3	\$577.54
160	163-0528	320.00	LF	\$9.21	CONSTRUCT AND REMOVE FABRIC CHECK DAM - TYPE C SILT FENCE	\$2,946.43
165	165-0030	600.00	LF	\$0.81	MAINTENANCE OF TEMPORARY SILT FENCE, TP C	\$484.05
170	165-0041	160.00	LF	\$4.10	MAINTENANCE OF CHECK DAMS - ALL TYPES	\$655.32
230	165-0087	1.00	EA	\$236.98	MAINTENANCE OF SILT CONTROL GATE, TP 3	\$236.98
175	165-0101	2.00	EA	\$619.84	MAINTENANCE OF CONSTRUCTION EXIT	\$1,239.67
155	165-0310	2.00	EA	\$576.42	MAINTENANCE OF CONSTRUCTION EXIT TIRE WASH AREA (PER EACH)	\$1,152.85
180	167-1000	2.00	EA	\$273.86	WATER QUALITY MONITORING AND SAMPLING	\$547.72
185	167-1500	6.00	MO	\$639.57	WATER QUALITY INSPECTIONS	\$3,837.44
190	171-0030	1200.00	LF	\$4.65	TEMPORARY SILT FENCE, TYPE C	\$5,577.08
195	643-8200	330.00	LF	\$5.19	BARRIER FENCE (ORANGE), 4 FT	\$1,711.93
Temporary Erosion Control Total						<b>\$32,648.90</b>

#### 0400 - Permanent Erosion Control

Line Number	Item	Quantity	Units	Price	Description	Amount
75	603-2181	10.00	SY	\$65.25	STN DUMPED RIP RAP, TP 3, 18 IN	\$652.48
85	603-7000	368.00	SY	\$3.62	PLASTIC FILTER FABRIC	\$1,333.57
110	700-6910	1.00	AC	\$1,981.38	PERMANENT GRASSING	\$1,981.38
115	700-7000	3.00	TN	\$523.91	AGRICULTURAL LIME	\$1,571.73
120	700-8000	2.00	TN	\$737.09	FERTILIZER MIXED GRADE	\$1,474.18
125	700-8100	50.00	LB	\$8.15	FERTILIZER NITROGEN CONTENT	\$407.43
130	716-2000	3700.00	SY	\$1.58	EROSION CONTROL MATS, SLOPES	\$5,837.64
<b>Permanent Erosion Control Total</b>						<b>\$13,258.41</b>

**0600 - Signing**

Line Number	Item	Quantity	Units	Price	Description	Amount
80	603-2182	358.00	SY	\$62.92	STN DUMPED RIP RAP, TP 3, 24 IN	\$22,524.90
240	632-0003	2.00	EA	\$6,292.94	CHANGEABLE MESSAGE SIGN, PORTABLE, TYPE 3	\$12,585.89
90	634-1200	8.00	EA	\$173.13	RIGHT OF WAY MARKERS	\$1,385.07
200	636-1033	9.00	SF	\$19.94	HIGHWAY SIGNS, TP 1 MATL, REFL SHEETING, TP 9	\$179.46
205	636-2070	48.00	LF	\$11.42	GALV STEEL POSTS, TP 7	\$548.06
210	636-5020	6.00	EA	\$49.73	DELINEATOR, TP 2	\$298.40
235	653-4502	1.00	GLM	\$1,662.99	THERMOPLASTIC SKIP TRAF STRIPE, 5 IN, YELLOW	\$1,662.99
<b>Signing Total</b>						<b>\$39,184.77</b>

**0610 - Pavement Marking**

Line Number	Item	Quantity	Units	Price	Description	Amount
215	653-1501	940.00	LF	\$0.79	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, WHITE	\$743.46
220	653-1502	470.00	LF	\$0.75	THERMOPLASTIC SOLID TRAF STRIPE, 5 IN, YELLOW	\$352.82
225	654-1001	24.00	EA	\$5.88	RAISED PVMT MARKERS TP 1	\$141.11
<b>Pavement Marking Total</b>						<b>\$1,237.39</b>

**TOTALS FOR CONCEPT NAME 0016126**

ITEMS COST:	\$950,531.47
TYPICAL SECTION:	\$0.00
AdHoc PRICING:	\$0.00
ESTIMATED COST:	\$950,531.47
CONTINGENCY PERCENT:	
ENGINEERING AND INSPECTION:	
ESTIMATED COST WITH CONTINGENCY AND E&I:	

CONFIDENTIALITY NOTICE: This document may contain confidential and/or privileged information. Any unauthorized duplication, disclosure,distribution/retransmission of taking of any action in reliance upon the material in this document is strictly forbidden.

GEORGIA DEPARTMENT OF TRANSPORTATION  
PRELIMINARY ROW COST ESTIMATE SUMMARY

Date: 5/24/2021 Project: 16126  
Revised: County: Butts  
PI: 16126

Description: Culvert SR 36@ Big Sandy Creek  
Project Termini:

Existing ROW: Varies  
Required ROW: Varies  
Parcels: 5

Land and Improvements \$41,398.20

Proximity Damage \$0.00

Consequential Damage \$0.00

Cost to Cures \$0.00

Trade Fixtures \$15,000.00

Improvements \$0.00

Valuation Services \$41,250.00

Legal Services \$40,875.00

Relocation \$11,250.00

Demolition \$0.00

Administrative \$45,000.00

TOTAL ESTIMATED COSTS \$179,773.20

**TOTAL ESTIMATED COSTS (ROUNDED) \$180,000.00 \*\***

Preparation Credits	Hours	Signature

Prepared By:

*Scott Robert*

CG#: 254383

(DATE) 5-24-21

Approved By:

CG#:

(DATE)

**NOTE: No Market Appreciation is included in this Preliminary Cost Estimate**

\*\* Previous estimated ROW cost by design team; new ROW cost estimate requested based on updated design with impacts to 3 parcels.~OB

## Gaines, Steven

---

**From:** Westberry, Lisa <lwestberry@dot.ga.gov>  
**Sent:** Tuesday, May 25, 2021 10:45 AM  
**To:** Jill Brown  
**Cc:** Pritchard, Justin; Gaines, Steven; Peterfreund, Allen D.; Collin Lane; Nick Sutton; Austin Haney; Jackson Peyton  
**Subject:** RE: PI 0016126 & PI 0016127, Butts County - Mitigation Cost Estimates for Concept Reports

Please accept this as my concurrence on the mitigation cost estimates provided below.

Thank you,

**Lisa Westberry**  
*Special Projects Coordinator*



Office of Environmental Services  
One Georgia Center, 16<sup>th</sup> Floor  
600 West Peachtree Street, NW  
Atlanta, GA, 30308  
404.631.1772

---

**From:** Jill Brown <jbrown@edwards-pitman.com>  
**Sent:** Tuesday, May 25, 2021 10:39 AM  
**To:** Westberry, Lisa <lwestberry@dot.ga.gov>  
**Cc:** Pritchard, Justin <JPritchard@dot.ga.gov>; Steven Gaines <sgaines@acp-ga.com>; Peterfreund, Allen D. <Allen.Peterfreund@acp-ga.com>; Collin Lane <clane@edwards-pitman.com>; Nick Sutton <nsutton@edwards-pitman.com>; Austin Haney <ahaney@edwards-pitman.com>; Jackson Peyton <jpeyton@edwards-pitman.com>  
**Subject:** RE: PI 0016126 & PI 0016127, Butts County - Mitigation Cost Estimates for Concept Reports

Thank you for the updated stream mitigation costs! Here are the revised estimates that we propose to use in the Concept Reports:

- **PI 0016126 Big Sandy Creek: ~\$40,000 total**
  - 60 feet of stream impact, 60 2018 credits or 720 grandfathered credits at \$55.00/grandfathered credit = \$39,600
  - no wetlands were identified during the fieldwork
- **PI 0016127 Norris Creek: ~\$264,000 total**
  - 60 feet of stream impact, 60 2018 credits or 720 grandfathered credits at \$55.00/grandfathered credit = \$39,600
  - 0.4 acre of wetland impact, 0.4 2018 credits or 3.20 grandfathered credits at \$70,000/grandfathered credit = \$224,000

Thanks again!

Jill Brown



## Interoffice Memo

### FILE

Project No:

County

P.I.#

**Butts**

**0016126**

Office:

Date:

**Dist. 3 Thomaston**

**6/29/2021**

Description: **SR 36 @ Big Sandy Creek**

**FROM**

*gws* Gregory W. Smith, District Utilities Manager

**TO**

Justin Pritchard, Project Manager

**SUBJECT PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

<u>Utility Owner</u>	<u>Reimbursable</u>	<u>Non-Reimbursable</u>	<u>In Contract/CIA (Non-Reimbursable)</u>	<u>Estimate Based on</u>
Central Ga EMC	\$68,000.00	\$0.00	\$0.00	Preliminary info from Utility
AT&T	\$0.00	\$30,000.00	\$0.00	Preliminary info from Utility
Butt County Water	\$0.00	\$89,250.00	\$0.00	Preliminary info from Utility
AGL	\$0.00	\$50,000.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
	\$0.00	\$0.00	\$0.00	Site Visit / Available Drawings
<b>Total 100.00%</b>	<b>\$68,000.00</b>	<b>\$169,250.00</b>	<b>\$0.00</b>	
<b>Department Responsibility 100.00%</b>	<b>\$68,000.00</b>		<b>\$0.00</b>	
<b>Local Sponsor Responsibility 0.00%</b>	<b>\$0.00</b>		<b>\$0.00</b>	<b>PFA Dated N/A with N/A</b>

\*\* Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Greg Cromer at 706-646-7604.

cc: Patrick Allen, State Utilities Administrator  
 Marcela Coll, State Utilities Preconstruction Manager  
 Adam Smith, District Preconstruction Engineer  
 File

## **Attachment 3**

### **Concept Utility Report**

## Concept Utility Report

---

**Project Number:** [Click here to enter text.](#)

**District:** 3

**County:** Butts

**Prepared by:** Greg Cromer

**P.I. #** 0016126

**Date:** May 17, 2021

**Project Description:** SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON

---

*The information provided herein has been gathered from Georgia811and/or field visits and serves as an estimate. Nothing contained in this report is to be used as a substitute for 1<sup>st</sup> Submission or SUE.*

**Are SUE services recommended?** Yes

Level: ☐A ☒B ☐C ☐D

**Public Interest Determination (PID):**

☐Automatic ☐Mandatory ☐Consideration ☒No Use ☐Exempt

**Is a separate utility funding phase recommended?** No

**Potential Project (Schedule/Budget) Impacts:** None

**Capital Improvement Projects (Utilities) Anticipated in the Area:** None

**Project Specific Recommendations for Avoidance/Mitigation:** None

**Right of Way Coordination:** Purchase permanent easements with rights to place utilities.

**Environmental Coordination:** [Click here to enter text.](#)

**Additional Remarks:** [Click here to enter text.](#)

Utilities have facilities within the project limits.

Utilities have been identified using Georgia811 and/or field visits.

---

Facility Owner	Facility Owner Contact Email Address	Existing Facilities/ Appurtenances	General Description of Location	Facilities to Avoid <i>approx. limits</i>	Facilities Retention Recommended <i>approx. limits</i>	Comments
AT&TClick here to enter text.	Jason Dobson <a href="mailto:JD1288@att.com">JD1288@att.com</a> Click here to enter text.	Aerial and Buried TelephoneClick here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Butts County Water/Sewer	Daniel Hopson <a href="mailto:dhopson@buttswsa.com">dhopson@buttswsa.com</a>	Water	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Atlanta Gas Light	Milton Floyd <a href="mailto:mfloyde@southernco.com">mfloyde@southernco.com</a>	Natural Gas	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.
Central Ga EMC	David Pinholster <a href="mailto:dpinholster@cgemc.com">dpinholster@cgemc.com</a>	Power Distribution	Click here to enter text.	Click here to enter text.	Click here to enter text.	Click here to enter text.

**Note:** To add additional rows, click the bottom right corner of the box above, then click the blue + that will appear. Please add additional rows prior to entering text.



## **Attachment 4**

### **Traffic Projections Memorandum**



## Interoffice Memo

**FILE:** Butts County  
P.I. # 0016126

**DATE:** April 2, 2021

**FROM:** Matt Markham, Deputy Director of Planning

**TO:** Kimberly Nesbitt, State Program Delivery Administrator  
**Attention: Justin Pritchard**

**SUBJECT: Design Traffic Forecasts** for SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON

Per request, we have reviewed the consultant's design traffic forecasts for the above project. Based on the information furnished, we find the design traffic forecasts to be satisfactory, and the design traffic forecasting task to be complete for the above project. The reviewed and approved design traffic forecasts for the above project are as follows:

### BRIDGE ID # 035-5055-0

Build = No Build	2020 (Existing Year)	2025 (Base Year)	2027 (Base Year +2)	2045 (Design Year)	2047 (Design Year + 2)
AADT	5,200	5,450	5,600	6,650	6,800
DHV (AM/PM)	465/460	490/485	500/495	595/590	610/600
K% (AM/PM)	8.9% / 8.8%	Same as Existing Year			
D% (AM/PM)	55% / 51%				
24 HR. T% - S.U.	6.0%				
24 HR. T% - COMB.	5.5%				
24 HR. T% - TOTAL	11.5%				
T% - S.U. (AM/PM)	4.5%/ 3.5%				
T% - COMB. (AM/PM)	3.0%/ 3.5%				
T% - TOTAL (AM/PM)	7.5%/ 7.0%				

If you have any questions concerning this information, please contact Andre Washington at 404-631-1925.

Chelsea Lincoln  
Gresham Smith  
Design Traffic Review Consultant to GDOT  
678-518-3890

MM/CBL

## **Attachment 5**

### **S I & A Report**

# Georgia Department of Transportation Bridge Inventory Data Listing

Processed Date: Apr-09-2021 12:44 PM

## Parameters: Bridge Serial Number

Bridge Serial Number: 035-5055-0

County: Butts

SUFF. RATING: 85.7

### Location & Geography

Structure ID: 035-5055-0  
 200 Bridge Information: 02  
 \*6 Feature Intersected: BIG SANDY CREEK  
 \*7A Route Number Carried: SR00036  
 \*7B Facility Carried: SR 36  
 9 Location: 3.8 MI SW OF JACKSON  
 2 GDOT District: 4841300000 - District Three- Thomaston  
 \*91 Inspection Frequency: 24 Date: Sep-09-2019  
 92A Fracture Critical Insp. Freq: 0 Date: Feb-01-1901  
 92B Underwater Insp Freq: 0 Date: Feb-01-1901  
 92C Other Spc. Insp Freq: 0 Date: Feb-01-1901  
 \*4 Place Code: 00000  
 \*5A Inventory Route(O/U): 1  
 5B Route Type: 3 - State  
 5C Service Designation: 1- Mainline  
 5D Route Number: 00036  
 5E Directional Suffix: 0. Not applicable  
 \*16 Latitude: 33 - 15.2510  
 \*17 Longitude: 84 - 0.6220  
 98A Border Bridge: 98B: GA% 00  
 99 ID Number:  
 \*100 STRAHNET: 0- The Feature is not a STRAHNET route.  
 12 Base Highway Network: Yes  
 13A LRS Inventory Route: 351003600  
 13B Sub Inventory Route: 0  
 101 Parallel Structure: N. No parallel structure exists  
 \*102 Direction of Traffic: 2- Two Way  
 \*264 Road Inventory Mile Post: 4.86  
 \*208 Inspection Area: Area 03  
 \*104 Highway System: 0- Inventory Route is not on the NHS  
 \*26 Functional Classification: 9- Rural - Local (Including Unclassified)  
 \*204A Federal Route Type: 0 - Not located on a Federal Aid Route  
 \*204B Federal Route Number: 00000  
 105 Federal Lands Highway: 0. Not applicable  
 \*110 Truck Route: 0- The Feature is not part of the National Network or Trucks  
 217 Benchmark Elevation: 0000.00  
 \* Location ID No: 035-00036D-004.86E

### 218 Datum:

\*19 Bypass Length: 5  
 \*20 Toll: 3- On a Free Road or No -Highway  
 \*21 Maintenance Responsibility: 01-State Highway Agency.  
 \*22 Owner: 01-State Highway Agency.  
 \*31 Design Load: 2- H 15  
 37 Historical Significance: 5- Not eligible for the National Register of Historic Places  
 205 Congressional District: 008  
 27 Year Constructed: 1954  
 106 Year Reconstructed: 0  
 33 Bridge Median: 0-None  
 34 Skew: 0  
 35 Structure Flared: No  
 38 Navigation Control: 0- Navigation is not controlled by a Agency  
 213 Special Steel Design: 0- Not applicable or other  
 267A Type Paint Super Structure: 0- Not Applicable. Year : 0000  
 267B Type Paint Sub Structure: 0- Not Applicable Year : 0000  
 \*42A Type of Service On: 1-Highway  
 \*42B Type of Service Under: 5-Waterway  
 214A Movable Bridge: 0  
 214B Operator on Duty: 0  
 203 Type Bridge: U - Steel structure; late type.  
 259 Pile Encasement: 3  
 \*43A Structure Type Main material: 3-Steel  
 \*43B Structure Type Main Type: 19- Culvert  
 45 Number of Main Spans: 3  
 44 Structure Type Approach: A:0- Other B: 0- Other  
 46 Number of Approach Spans: 0  
 226 Bridge Curve: A: Vertical: NoB: Horizontal: No  
 111 Pier Protection: N - Navigation Control item coded 0, or Feature not a waterway  
 107 Deck Structure Type: N - None  
 108A Wearing Surface Type: N. Not applicable  
 108B Membrane Type: N. Not applicable  
 108C Deck Protection: N. Not applicable  
 265 Underwater Inspection Area: 0

### 0- No Applicable

### Signs & Attachments

225 Expansion Joint Type: 00- No expansion joint.  
 242 Deck Rails: 0- None.  
 243A Parapet Location: 0- None present.  
 243B Parapet Height: 0.00  
 243C Parapet Width: 0.00  
 238A Curb Height: 0.0  
 238B Curb Material: 0- None.  
 239A Handrail Left: 0- None.  
 239B Handrail Right: 0- None.  
 \*240 Median Barrier Rail: 0- None.  
 241A Bridge Median Height: 0  
 241B Bridge Median Width: 0  
 \*230A Guardrail Location Direction Rear: 6- Both sides, approach and continuous.  
 \*230B Guardrail Location Direction Forward: 6- Both sides, approach and continuous.  
 \*230C Guardrail Location Opposing Rear: 0- None.  
 \*230D Guardrail Location Opposing Forward: 0- None.  
 244 Approach Slab: 0- None.  
 224 Retaining Wall: 0- None.  
 233 Posted Speed Limit: 55  
 236 Warning Sign: No  
 234 Delineator: Yes  
 235 Hazard Boards: No  
 237A Signs: 00- Not Applicable  
 237B Water: 00- Not Applicable  
 237C Electric: 00- Not Applicable  
 237D Telephone: 00- Not Applicable  
 237E Sewer: 00- Not Applicable  
 247A Lighting: Street: No  
 247B Navigation: No  
 247C Aerial: No  
 \*248 County Continuity No.: 00  
 36A Bridge Railings: 2- Inspected feature meets acceptable construction date standards.  
 36B Transition: 2- Inspected feature meets acceptable construction date standards.  
 36C Approach Guardrail: 2- Inspected feature meets acceptable construction date standards.  
 36 Approach Guardrail Ends: 2- Inspected feature meets acceptable construction date standards.

# Georgia Department of Transportation

## Bridge Inventory Data Listing

Processed Date: Apr-09-2021 12:44:44 PM

Bridge Serial Number: 035-5055-0

County: Butts

SUFF. RATING: 85.7

### Programming Data

201 Project Number: 00000  
 202 Plans Available: 0- No Plans Available.  
 249 Proposed Project Number: 00000  
 250A Reconstruction Approval Status: No  
 250B Route Approval Status: No  
 250C Approval Status Definition: 0  
 250D Approval Status Federal: 0  
 251 Project Identification Number: 0016126  
 252 Contract Date:  
 260 Seismic Number: 0  
 75A Type Work Proposed: 0- Not Applicable  
 75B Work Done by: 0- Initial Inventory  
 94 Bridge Improvement Cost: (X\$1,000) \$4,484  
 95 Roadway Improvement Cost: (X\$1,000) \$448  
 96 Total Improvement Cost: (X\$1,000) \$6726  
 76 Improvement Length: 59'  
 97 Year Improvement Cost Based On: 2016  
 114 Future AADT: 900  
 115 Future AADT Year: 2031

### Measurements:

\*29 AADT: 600  
 \*30 AADT Year: 2011  
 109 % Truck Traffic: 5  
 \*28A Lanes On: 2  
 \*28B Lanes Under: 0  
 210A Tracks On: 00  
 210B Tracks Under: 0  
 \*48 Maximum Span Length: 15  
 \*49 Structure Length: 49  
 51 Bridge Roadway Width: 0'  
 52 Deck Width: 0'  
 \*47 Total Horizontal Clearance: 25.2'  
 50A Curb / Sidewalk Width Left: 0  
 50B Curb / Sidewalk Width Right: 0  
 32 Approach Rdwy. Width: 28'  
**\*229 Approach Roadway**  
*Rear Shoulder Left: Width: 2 Right Width: 2 Type: 2 - Asphalt.*  
*Fwd Shoulder: Left Width: 2 Right Width: 2 Type: 2 - Asphalt.*  
*Rear Pavement: Width: 24 Type: 2- Asphalt.*  
*Forward Pavement: Width: 24 Type: 2- Asphalt.*  
*Intersection Rear: Forward:*

### Ratings and Posting

65 Inventory Rating Method: 0-Field Eval and Documented Eng Judgement  
 63 Operating Rating Method: 0-Field Eval and Documented Eng Judgement  
 66A Inventory Type: 2 - HS loading.  
 66B Inventory Rating: 110  
 64A Operating Type: 2 - HS loading.  
 64B Operating Rating: 110

### 231 Calculated Loads

**Posting Required**  
 231A H-Modified: 35 No  
 231B Type3/Tandem: 55 No  
 231C Timber: 61 No  
 231D HS-Modified: 50 No  
 231E Type 3S2: 66 No  
 231F Piggyback: 66 No  
 261 H Inventory Rating: 99  
 262 H Operating Rating: 99  
 67 Structural Evaluation: 5  
 58 Deck Condition: N - Not Applicable  
 59 Superstructure Condition: N - Not Applicable  
 \* 227 Collision Damage:  
 60A Substructure Condition: N - Not Applicable  
 60B Scour Condition: 6 - Satisfactory Condition  
 60C Underwater Condition: N - Not Applicable  
 71 Waterway Adequacy: 7-Better than present minimum criteria.  
 61 Channel Protection Cond.: 7-Better than present minimum criteria.  
 68 Deck Geometry: N  
 69 UnderClr. Horz/Vert: N  
 72 Approach Alignment: 6-Minor reduction of vehicle operating speed required.  
 62 Culvert: 5 - Fair Condition  
 70 Bridge Posting Required: 5. Equal to or above legal loads  
 41 Struct Open, Posted, CL: A. Open, no restriction  
 \* 103 Temporary Structure: No  
**232 Posted Loads**  
 232A H-Modified: 00  
 232B Type3/Tandem: 00  
 232C Timber: 00  
 232D HS-Modified: 00  
 232E Type 3s2: 00  
 232F Piggyback: 00  
 253 Notification Date: Feb-01-1901  
 258 Federal Notify Date: Feb-01-1901

### Hydraulic Data

113 Scour Critical: 8. Foundation stable for conditions; scour above footing  
 216A Water Depth: 02.5  
 216B Bridge Height: 09.8  
 222 Slope Protection:  
 221A Spur Dike Rear:  
 221B Spur Dike Fwd:  
 219 Fender System: 0- None.  
 220 Dolphin: 0-None.  
 223A Culvert Cover: 10  
 223B Culvert Type: 2- Steel.  
 223C Number of Barrels: 3  
 223D Barrel Width: 15  
 223E Barrel Height: 8.5  
 223F Culvert Length: 77  
 223G Culvert Apron:  
 39 Navigation Vertical Clearance: 0'  
 40 Navigation Horizontal Clearance: 0  
 116 Navigation Vertical Clear Closed: 0

53 Minimum Vertical Clearance Over Rd: 99' 99"  
 54A Under Reference Feature: N- Feature not a highway or railroad.  
 54B Minimum Clearance Under: 0' 0"  
**\*228 Minimum Vertical Clearance**  
 228A Actual Odometer Direction: ""  
 228B Actual Opposing Direction: ""  
 228C Posted Odometer Direction: ""  
 228D Posted Opposing Direction: ""  
 55A Lateral Underclearance Reference: N- Feature not a highway or railroad.  
 55B Lateral Underclearance on Right: 0  
 56 Lateral Underclearance on Left: 0  
 10A Direction of Travel for Max Min: 0  
 10B Max Min Vertical Clearance: 99'99"  
 245A Deck Thickness Main: 0.0  
 245B Deck Thickness Approach: 0  
 246 Overlay Thickness:

## **Attachment 6**

### **MS4 Concept Report Summary**

## MS4 Concept Report Summary

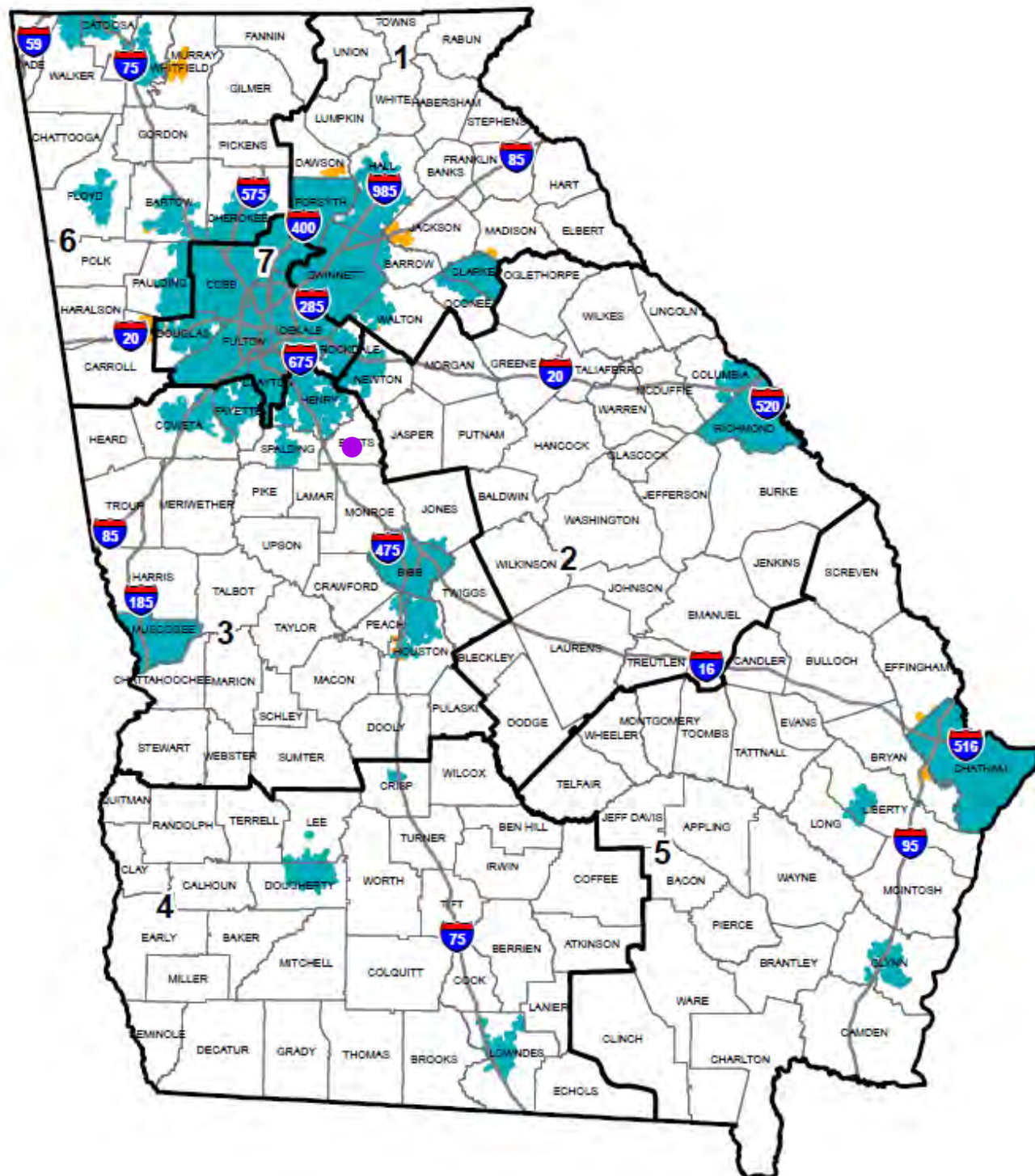
Attach the following checklist information to the Concept Report Template:

---

Is there a Project Level Exclusion that applies to this project: ☐ No ☒ Yes

If yes, please indicate which of the following exclusions apply:

- ☐ Roadways that are not owned or operated (maintained) by GDOT may not require post-construction BMPs. Coordinate with the appropriate local government or entity to determine stormwater management requirements.
- ☒ The project location is not within a designated MS4 area.
- ☐ Maintenance and safety improvement projects whereby the sites are not connected and disturbs less than one acre at each individual site. This includes projects such as repaving, shoulder building, fiber optic line installation, sign addition, and sound barrier installation.
- ☐ Projects that have their environmental documents approved or right-of-way plans submitted for approval on or before June 30th, 2012.
- ☐ Road projects that disturb less than 1 acre or for site development projects that add less than 5,000 ft<sup>2</sup> of impervious area.



## LEGEND

- Project Location
- GDOT MS4 Permitted Area (2012)
- GDOT MS4 Permitted Area (2017)

**Georgia DOT**

**MS4 Project Level Exclusion  
PI 0016126  
Butts County**



**FIGURE  
1**



## **Attachment 7**

### **Minutes - Concept Team Meeting Design Variance Meeting**

# MEETING MINUTES

**Meeting Date:** 5-19-21 **Date Issued:** 6-2-21

**Location:** Microsoft Teams

**Project Name:** 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON (PI 0016126)

**Purpose:** Concept Team Meeting

**Notes by:** Steven Gaines, PE **American Project #:** 519GA051

Meeting Attendees		
Name	Company	Email
Justin Pritchard	GDOT - OPD (PM)	jpritchard@dot.ga.gov
Jill Brown	Edwards-Pitman	jbrown@edwards-pitman.com
Donn Digamon	GDOT - Bridge	dodigamon@dot.ga.gov
Sheldon Minor	GDOT - D3 Construction	ShMinor@dot.ga.gov
David Ancalle	Atlas Technical Consultants	david.ancalle@oneatlas.com
Greg Cromer	GDOT - D3 Utilities	gcromer@dot.ga.gov
Joshua Waddell	GDOT - D3 Design	jowaddell@dot.ga.gov
Donald Stull	GDOT - D3 Construction	dstull@dot.ga.gov
Howard Anderson	American Consulting Professionals	handerson@acp-ga.com
Allen Peterfreund	American Consulting Professionals	allen.peterfreund@acp-ga.com
Kaitlyn Diehsner	American Consulting Professionals	kdiehsner@acp-ga.com
Steven Gaines	American Consulting Professionals	sgaines@acp-ga.com

## Welcome and Introductions

- Justin Pritchard from GDOT Office of Program Delivery (GDOT OPD) started with a brief introduction on how the meeting would run. This virtual concept team meeting involved SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON (PI 0016126). Next, Steven Gaines with American Consulting Professionals (ACP) talked through the key points of the concept report via power point presentation for the project. During the meeting, Allen Peterfreund (ACP) and staff from GDOT Offices participated in discussion at various points in the presentation.

## Project Background

- |            |   |
|------------|---|
| Discussion | <ul style="list-style-type: none"><li>Project Background –This project proposes to replace the existing culvert (structure ID 035-5055-0) on SR 36 over Big Sandy Creek<ul style="list-style-type: none"><li>ROW Authorization: January 2023</li><li>Let Date: January 2024</li><li>Open to Traffic: 2025</li></ul></li><li>No comments</li></ul> |
|------------|---|

## Project Justification

- |            |   |
|------------|---|
| Discussion | <ul style="list-style-type: none"> <li>Designed using H-15 vehicle, below current design standards</li> <li>Barrel 1 - Severe rust and corrosion, Holes with moderate distortion, Scour with undermining evident</li> <li>Barrel 2 and 3 – Deformation, Minor rusting</li> <li>No comments</li> </ul> |
|------------|---|

## Existing Conditions

- |            |   |
|------------|---|
| Discussion | <ul style="list-style-type: none"> <li>Culvert – Built in 1954, 3 Steel Barrels 15' Wide by 8.5' High, 49' Length, West Barrel Conveys Base Flow, Center and East Barrel Convey Overflow, Overflow Barrels Have Significant Sediment</li> <li>Roadway - Minor Rural Arterial, 2 – 12 ft lanes with variable width shoulders, Culvert in Sag Vertical Curve with Steep Grades</li> <li>Adjacent Projects: SR 36 @ Norris Creek 3.2 MI SW of Jackson (PI 0016127)</li> <li>No comments</li> </ul> |
|------------|---|

## Traffic Data

- |            |  |
|------------|--|
| Discussion | <ul style="list-style-type: none"> <li>AADT (15% Trucks)<br/>           Current Year (2020) - 5200<br/>           Open Year (2025) - 5450<br/>           Design Year (2045) - 6650</li> <li>No Comments</li> </ul> |
|------------|--|

## Environmental Coordination:

- |            |  |
|------------|--|
| Discussion | <ul style="list-style-type: none"> <li>NEPA - CE anticipated, May need floodplain coordination</li> <li>Ecology - Waters of the US present, Relict trillium habitat (no plants observed) Section 404 Permit &amp; Possible Buffer Variance</li> <li>History - One potentially eligible resource</li> <li>Archeology - No sites identified in field</li> <li>Public Involvement - Targeted Detour Notification, Detour Open House anticipated</li> <li>Air Quality - CO Hotspot Analysis Not Required</li> <li>Noise - Anticipate Type III with no modeling</li> <li>Comment (Justin Pritchard): Justin Pritchard recommended that the Public Detour Open House be scheduled sooner than later. Justin also said that he has not received any feedback from the local officials in response to the Detour Notification letters that were sent out on April 2, 2021. Justin and Steven will have a separate discussion about the need for follow up coordination. Justin asked to be kept informed as the evaluation proceeds on the eligibility recommendation for the potentially eligible historic resource (on the William Jones property). There may be some projects planned for SR 16, the proposed off-site detour route, including roundabouts and a detour. Justin checked the Preconstruction Status Report for PI 0013619, the proposed widening of SR 16 to I-75, and it does not look like the timing will be an issue.</li> </ul> |
|------------|--|

## Detour

Discussion	<ul style="list-style-type: none"> <li>Coordination: Butts County Administrator, EMS Director, Schools, Georgia Diagnostic &amp; Classification Prison</li> <li>Coordination packages sent on 4-2-21 – No responses received</li> </ul>
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## Design Features

Discussion	<ul style="list-style-type: none"> <li>Roadway – 2-12 foot lanes, 55 mph Speed Design, 6% emax, 10' shoulder (4' paved)</li> <li>Culvert – Size (1-12'x12' barrel and 2-12'x8' barrels), Length (105')</li> <li>No Comments</li> </ul>
------------	--

## Alternatives Comparison

Discussion	<ul style="list-style-type: none"> <li>Preferred Alternative - Replace Culvert on Existing Alignment, Offsite Detour, 1000 If Roadway Approach Reconstruction, Lower Construction &amp; Right-of-Way Cost, Less Community and Environmental Impacts</li> <li>Alternative 2 - Maintain Traffic on On-site Detour, 1000 If Roadway Approach Reconstruction, Higher Construction &amp; Right-of-Way Costs, Greater Property and Environmental Impacts</li> <li>No Build Alternative – The culvert needs to be replaced because it does not meet current design standards. The overall condition of the culvert is poor.</li> <li>Comment (Steven Gaines) – Steven asked Justin if DV or DE are being granted for substandard vertical curves</li> <li>Comment (Justin Pritchard) – Justin responded to Steven that the DV or DE are not typically granted. A separate meeting should be discussed with the Office of Design Policy to discuss the project.</li> </ul>
------------	--

## Project Cost Estimate

	Cost	Mitigation	ROW	Utilities	Construction	Total Cost
Discussion	Program Cost	N/A	\$125,000	\$50,000	\$1,300,000	\$2,283,000
	Estimated Cost	\$188,000	TBD	TBD	\$1,629,156	TBD
	<ul style="list-style-type: none"> <li>ROW and utility cost estimates still need to be developed.</li> <li>No Comments</li> </ul>					

## Questions / Additional Discussion

Discussion	<ul style="list-style-type: none"> <li>• Comment (Joshua Waddell) – No Comments</li> <li>• Comment (Donn Digamon) – No Comments</li> <li>• Comment (Sheldon Minor) - SR 16 (0013619) has several roundabouts and potentially widening SR 16 which could impact detour. Sheldon will also look at options to minimize the duration of the road closure.</li> <li>• Comment (Joshua Waddell) – SR 16 (0013619) does not appear to be an issue</li> </ul>	
Action items	Person responsible	Deadline
Finalize Concept Report and Submit to Justin for Review	American Consulting Professionals	6/15/21
Evaluate Construction Coordination with PI 0013619	American Consulting Professionals	5/26/21
Submit Meeting Comments	All	5/26/21

# MEETING MINUTES



**Meeting Date:** 7-9-21 **Date Issued:** 7-13-21  
**Location:** Microsoft Teams  
**Project Name:** SR 36 @ Big Sandy Creek (0016126) /SR36 @ Norris Creek (PI 0016127)  
**Purpose:** Design Variance Discussion  
**Notes by:** Steven Gaines, PE **American Project #:** 519GA051&519GA052

Meeting Attendees		
Name	Company	Email
Justin Pritchard	GDOT - OPD (PM)	jpritchard@dot.ga.gov
Frank Flanders	GDOT – ODP	fflanders@dot.ga.gov
Howard Anderson	American Consulting Professionals	handerson@acp-ga.com
Allen Peterfreund	American Consulting Professionals	allen.peterfreund@acp-ga.com
Kaitlyn Diehsner	American Consulting Professionals	kdiehsner@acp-ga.com
Steven Gaines	American Consulting Professionals	sgaines@acp-ga.com

## Welcome and Introductions

- Steven Gaines with American Consulting Professionals (ACP) introduced the two SR 36 culvert replacement projects (0016126 & 0016127). He then stated that the purpose of the meeting was to discuss the potential for design variances on the projects to reduce environmental impacts, property impacts and construction cost.

## 0016127

### Discussion

- The proposed project will replace existing double steel culverts with a box culvert. The area of the culvert replacement is located near the bottom a sag vertical curve that meets a design speed of 35 mph. The grades for the curve are approximately -7% and +1%. The 7% grade excess the maximum allowable for arterials. The posted speed limit is 55 mph. Improvement of the sag vertical curve to meet the 55 mph design speed will require approximately 1000 lf of mainline reconstruction and 300 lf of sideroad reconstruction. Significant areas of wetlands are present adjacent to the roadway. A combined history & archeological site is present approximately 700 lf southwest of the proposed culvert installation.
- Frank stated that GDOT discourages variances for design speed. A variance should target specific items within the project design and not be 'catch all'. The FHWA controlling criteria for vertical curves is Stopping Sight Distance and not K Values, so a design variance will not be required for substandard K values on a sag vertical curve. A design deviation would need to be developed to document the rationale for not meeting the criteria. A review of the existing best fit vertical curves and grades indicates that driver comfort is met in the existing condition.

**American Consulting Professionals, LLC**

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## 0016126

### Discussion

- The proposed project will replace triple steel culverts with a box culvert. The area of the culvert replacement is located near the bottom a sag vertical curve that meets a design speed of 40 mph. The grades for the curve are approximately -5% and +5%. The posted speed limit is 55 mph. Improvement of the sag vertical curve to meet 55 mph design speed will require approximately 1150 lf of mainline reconstruction. No wetlands, history or archaeological resources are present along the corridor.
- The same design discussion items noted for 0016127 are applicable to the 0016126 project. Maintaining the existing single sag vertical curve may be a better option for performance that creating a butterfly curves by improving a smaller section.

## General

### Discussion

- Frank recommended reviewing sections 1.7.2 and 1.7.3 in the latest AASHTO Green Book. These section reorganize projects into different categories for implementing design standards. The best approach is to spend money for improving performance of facility instead of focusing only on minimum standards. These sections will be helpful in developing the design deviation
- Frank commented that design deviations for the substandard K values can be included in the PFPR submittal to provide justification for the proposed design and possibly avoid comment during the review by Engineering Services.
- Steven asked is the concept design should be revised based on the discussion after the 1<sup>st</sup> round of comments are received on the report or if revisions should delayed until the preliminary plan phase. Frank commented that disparity between the concept and PFPR design may result in a low score for engineering judgment. Justin commented that he will discuss the approach with leadership from the bridge group.

Action items	Person responsible	Deadline
Review & Revise Roadway Design	American Consulting Professionals	8/6/21
Prepare Design Deviation	American Consulting Professionals	8/20/21
Discuss Approach to Revising Concept	Justin Pritchard	7/23/21

## **Attachment 8**

**Detour Map, District Detour Concurrence,  
Detour Impact Forms**



# Detour Map

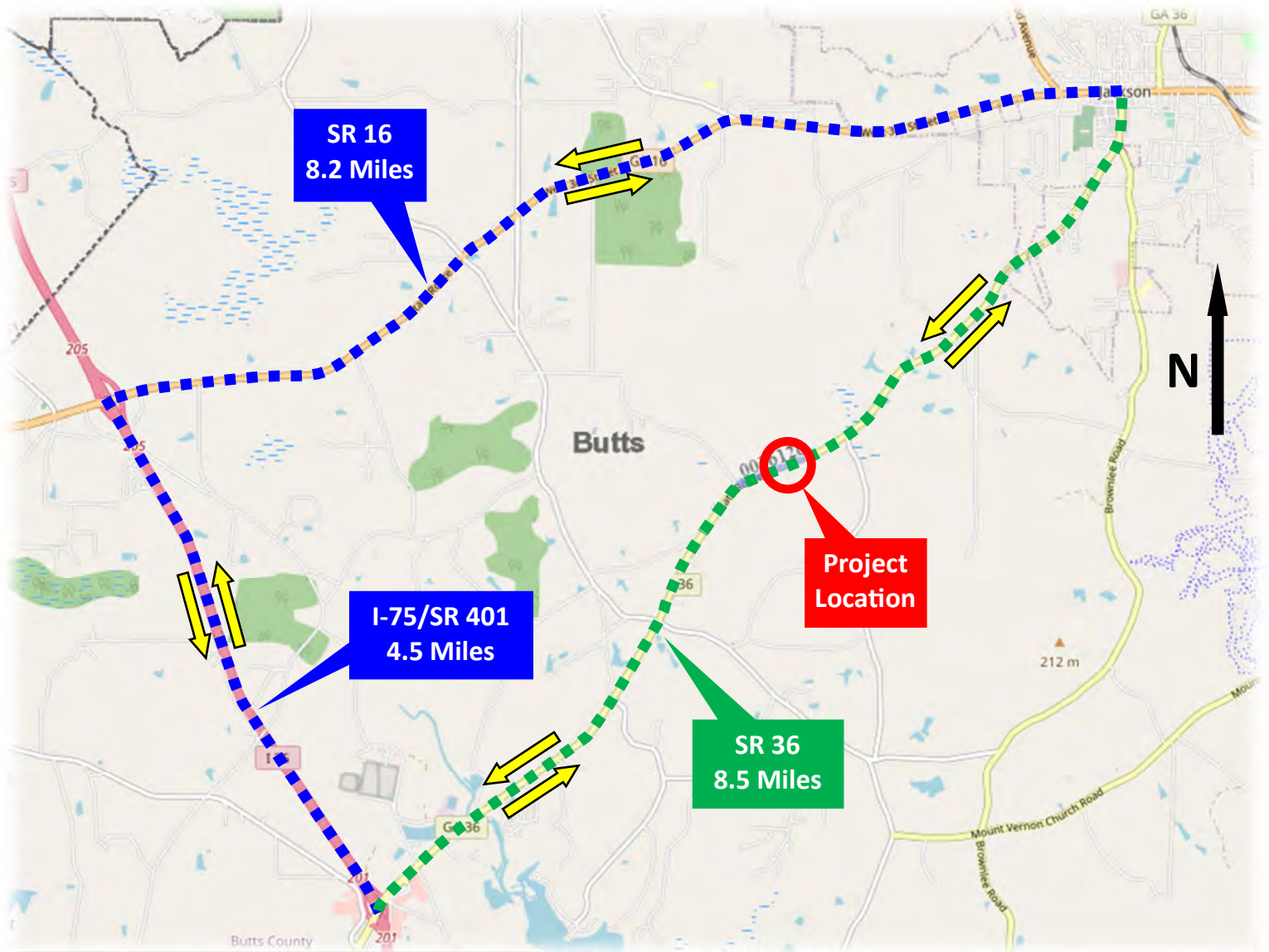
SR 36 over Big Sandy Creek

Butts County

PI No. 0016126



Detour Route Length	12.7 Miles
Normal Route Length	8.5 Miles
Net Length Increase	4.2 Miles



## Legend

	Original Route
	Detour Route

## Gaines, Steven

---

**From:** Ford, Keenan <kford@dot.ga.gov>  
**Sent:** Wednesday, August 4, 2021 9:46 AM  
**To:** Gaines, Steven  
**Cc:** Peek, Tyler; Pritchard, Justin  
**Subject:** RE: 0016126 & 0016127 - Butts - Request for Off-Site Detour Concurrence

Good morning,

I agree with the proposed detour. I assume these projects will be let together. Please let me know if this is correct.

thanks

Keenan Ford  
District Construction Engineer



115 Transportation Blvd.  
Thomaston Georgia 30286  
Office 706-646-7508

---

**From:** Gaines, Steven <SGaines@acp-ga.com>  
**Sent:** Wednesday, August 4, 2021 8:58 AM  
**To:** Ford, Keenan <kford@dot.ga.gov>  
**Cc:** Peek, Tyler <tpeek@dot.ga.gov>; Pritchard, Justin <JPritchard@dot.ga.gov>  
**Subject:** 0016126 & 0016127 - Butts - Request for Off-Site Detour Concurrence

Mr. Ford,

I am the consultant project manager for two culvert replacement projects in Butts County:

0016126: SR 36 @ BIG SANDY CREEK 3.8 MI SW OF JACKSON

0016127: SR 36 @ NORRIS CREEK 3.2 MI SW OF JACKSON

I am seeking a statement of concurrence that the preferred alternative for these projects utilizing an off-site detour is acceptable, and that the District concurs with the detour routes as mapped. I have attached the detour maps from the latest concept report for your review. Minutes from the Concept Team Meeting (5/19/21) are also attached.

The preferred alternative for both projects is to replace the existing steel culverts with concrete box culverts on existing alignment while utilizing an off-site detour. This preferred alternative was chosen for these projects because it will have a smaller footprint, require less right of way acquisition and will decrease environmental impacts. The concurrence that I am looking for is to be added as additional rationale to preferred alternatives in the concept reports.

If you agree with the concept alternative rationales and detours after your review, please provide a statement of concurrence to be used in the reports.

Please contact me via email or by phone at (470) 207-0635 if you have any additional questions or concerns.

Thanks,



**Steven Gaines. P.E.**

Principal/Project Manager

**American Consulting Professionals, LLC**

2047 Gees Mill Road NE, Suite 211 | Conyers, GA 30013

470.207.0635 (D) | 770.367.6551 (M) | [sgaines@acp-ga.com](mailto:sgaines@acp-ga.com) | [acp-americas.com](http://acp-americas.com)

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Georgia is a state of natural beauty. And it's a state that spends millions each year cleaning up litter that not only mars that beauty, but also affects road safety, the environment and the economy. Do your part – don't litter. How can you play an active role in protecting the splendor of the Peach State? Find out at <http://keepgaclean.com/>.

Georgia Department of Transportation  
Bridge Replacement Project  
Detour Impact Form for Local Government/County  
PI No. 0016126, Bridge Serial No. 035-5055-0, Butts County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use "N/A" or "Not-known" if no relevant information to question is available. If you need additional information or mapping for this project, please contact us using the information provided in the cover letter.

1. Please quantify the number of impacts anticipated by the off-site detour shown on the attached map.

Daily Number of vehicles \_\_\_\_\_ Daily Number of Trucks \_\_\_\_\_  
Number of Residences \_\_\_\_\_ Number of Businesses \_\_\_\_\_  
Detour Length \_\_\_\_\_

2. Please rate the impact on service if the bridge were closed for up to a year? (Please note that any concerns identified here must be explained in #3 below, in order for the Project Designers to address the concerns)

☐ No Concerns ☒ Moderate Concerns ☐ Major Concerns

3. **If concerns were identified** on #2. Please specify what they are below, be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for "Major Concerns" is checked, a response of N/A would not be valid.*

The use of county roads to transit to and from White Oak is  
needed. Also delay in emergency response.

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

NO

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them? (Separate letters and detour forms have been sent to the County EMA Director and the Superintendent of Schools.)

NO

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

I do not see the detour route using Highway 16 practical.

7. Estimated width of existing right-of-way at bridge \_\_\_\_\_ ft

Form Completed by (Name): Brian Johnson  
(Title): County Manager  
Date: 6/2/21

☐

By checking this box, we support the bridge replacement utilizing an off-site detour.



Georgia Department of Transportation  
Bridge Replacement Project  
Detour Impact Form for Georgia Diagnostic and Classification Prison  
PI No. 0016126, Bridge Serial No. 035-5055-0, Butts County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us using the information provided in the cover letter.

1. Please quantify the number of impacts anticipated by the off-site detour shown on the attached map.

Daily Number of Employees 300 Daily Number of GDC Vehicles 40

Daily Number of Contract/Service Vehicles 10 Detour Length \_\_\_\_\_

2. Please rate the impact on service if the bridge were closed for up to a year? (Please note that any concerns identified here must be explained in #3 below, in order for the Project Designers to address the concerns)

☐ No Concerns

☒ Moderate Concerns

☐ Major Concerns

3. **If concerns were identified** on #2. Please specify what they are below, be as specific as possible (Conditions of detour route, access to facilities, location of employees, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

Access to the facility via Ems. This facility holds 2,700 offenders Ems is called  
daily. Concerns of reporting to the facility in a timely manner for any emergency  
situation

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

Tuesdays + Thursdays are the facilities Mass shipping days. we have several  
facilities that travel 36 to get to our facility during transport days

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them? (Separate letters and detour forms have been sent to the County EMA Director, the Superintendent of Schools, and the County Government.)

NO

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Yes, road names referenced are those that locals use

Form Completed by (Name):

Sarah Barber

(Title):

Executive Assistant

Date:

6/7/21



By checking this box, we support the bridge replacement utilizing an off-site detour.

Georgia Department of Transportation  
Bridge Replacement Project  
Detour Impact Form for School Board  
PI No. 0016126, Bridge Serial No. 035-5055-0, Butts County

Using the attached detour map, please respond to the questions below. Please provide as much information as you feel is necessary. Please respond to all questions – use “N/A” or “Not-known” if no relevant information to question is available. If you need additional information or mapping for this project, please contact us.

1. How many School Buses cross the bridge per day?

Number of Buses 8 Number of Trips 12

2. Please rate the impact on service if the bridge were closed for up to a year?

☐ No Concerns

☐ Moderate Concerns

☒ Major Concerns

3. If concerns were identified on # 1, please specify what they are, and be as specific as possible (Conditions of detour route, location of students, new development expected, weight restrictions, etc.). *In order for the project to continue in the Preliminary Engineering phase, any concerns regarding impact on service, must be addressed by project staff. For example, if the box for “Major Concerns” is checked, a response of N/A would not be valid.*

suggested detour would add an additional 4.5 miles to each  
route in the AM and PM.

4. Are there any future time periods or events that you know of where bridge closure would be of particular concern? Please note the event and any details you are familiar with.

any scheduled school day

5. Is there anyone you feel we should contact specifically regarding this project? Please note their name, phone number, and reason we should contact them?

6. Are there any additional comments you have regarding the project? Are the road names referenced the names the locals would use?

Form Completed by (Name):

Lamar W. Smith

(Title):

Director of Transportation (Butts County Schools)

Date:

6/7/21

☐

By checking this box, we support the bridge replacement utilizing an offsite detour.

## Gaines, Steven

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**From:** Lamar Smith <[smithl@bcssk12.org](mailto:smithl@bcssk12.org)>  
**Sent:** Thursday, June 17, 2021 10:54 AM  
**To:** Gaines, Steven  
**Subject:** Re: GDOT 0016126 & 0016127 (SR 36) Detour Coordination Follow-up

Thank you for discussing my concerns about the proposed projects: PI 0016126 & 0016127 (SR 36). I know that both of these projects are needed and must be undertaken for the safety of our roadways in Butts County. If we are given at least 60 days notice before the start of the project we should have ample time to make route adjustments that are needed. We will also have ample time to notify parents of any expected delays in pick up and drop off of students living in these areas.

In addition, it would be best for the school system, if the project overlaps the months of June and July, since we have limited operations during these months.

If these concerns are taken into consideration, we would be happy to support these projects.

On Thu, Jun 17, 2021 at 10:10 AM Gaines, Steven <[SGaines@acp-ga.com](mailto:SGaines@acp-ga.com)> wrote:

Mr. Smith,

The purpose of this email is to follow-up our conversation this morning about detour coordination for GDOT culvert replacement projects PI 0016126 & 0016127 (SR 36). I understand from our conversation that Butts County Schools would like to be notified at least 60 days prior to the road closure to ensure adequate time for preparing alternative bus routes. You also expressed a desire to minimize the duration of the closure, including use of the summer time as part of the road closure. We commit to notifying you prior to the closure as requested and working to minimize the required duration of the road closures during our design phase.

During our conversation you expressed support for the project based on these commitments. Could you please respond to this email to document your support for the project as discussed?

Thanks,

Steven Gaines  
Principal/Project Manager  
American Consulting Professionals, LLC  
2047 Gees Mill Road NE, Suite 211 | Conyers, GA 30013  
470.207.0635 (D) | 770.367.6551 (M) | [sgaines@acp-ga.com](mailto:sgaines@acp-ga.com) | [acp-americas.com](http://acp-americas.com)

-----Original Message-----

From: Gaines, Steven  
Sent: Monday, June 14, 2021 11:52 AM  
To: 'Lamar Smith' <[smithl@bcssk12.org](mailto:smithl@bcssk12.org)>  
Cc: 'Pritchard, Justin' <[JPritchard@dot.ga.gov](mailto:JPritchard@dot.ga.gov)>; Peterfreund, Allen D. <[Allen.Peterfreund@acp-ga.com](mailto:Allen.Peterfreund@acp-ga.com)>  
Subject: GDOT 0016126 & 0016127 (SR 36) Detour Coordination Follow-up

Mr. Smith,

Justin Pritchard contacted me this morning and asked me to follow-up with you on the GDOT 0016126 & 0016127 (SR 36) detour coordination we discussed last week. Please call or email me about finalizing project details. I left you a voicemail this morning as well on the projects.

Thanks,

Steven Gaines. P.E.  
Principal/Project Manager  
American Consulting Professionals, LLC  
2047 Gees Mill Road NE, Suite 211 | Conyers, GA 30013  
470.207.0635 (D) | 770.367.6551 (M) | [sgaines@acp-ga.com](mailto:sgaines@acp-ga.com) | [acp-americas.com](http://acp-americas.com)

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Lamar W. Smith  
Director of Transportation  
Butts County Board of Education  
181 North Mulberry Street  
Jackson, GA 30233  
Ph: 770-504-2300 ext 1850  
fax: 770-504-2307  
[smithl@bcssk12.org](mailto:smithl@bcssk12.org)